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No. 1175. 號五十七百九千壹萬壹第 日二十二月五十五年二十二緒光

HONGKONG, THURSDAY, JULY 2ND, 1896.

四拜禮 聖二月七日六十九百八十八萬香港

PRICE \$2 PER MONTH.

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INTIMATIONS

NOW READY

THE CHRONICLE AND DIRECTORY
FOR CHINA, JAPAN, SEASIDE, &c., &c.
1891.

WITH WHICH IS INCORPORATED
THE CHINA DIRECTORY.

THIRTY-FOURTH ANNUAL ISSUE,
AND WILL BE FOUND, AS USUAL, TO SHOW AN ADVANCE
ON PROCEEDINGS BOTH IN BUSINESS AND SOURCE OF INFORMATION.

THE DIRECTORY COVERS THE WHOLE OF THE
PORTS AND CITIES OF THE FAR EAST, FROM PEGUING TO
ARDISTOCK, IN WHICH ENGLISH TRADES.

A. S. WATSON & CO., LIMITED.



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ESTABLISHED A.D. 1841.

MANUFACTURERS OF AERATED
WATERS.

OUR AERATED WATER FACTORY is fitted
with the best English Machinery, embodying
the latest improvements in the trade.

The purest ingredients only are used,
and the utmost care and cleanliness exercised
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The water is proved by repeated
analyses to be absolutely pure.

For coast ports, waters are packed and
placed on board ship at Hongkong prices, and
the full amount allowed for packages and
emissions when received in good order.

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Our registered Telegraphic Address is
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And all signed messages addressed thus will
receive prompt attention.

The following is a list of waters always
kept ready in Stock:

PURE AERATED WATER

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GINGERADE

No credit given for bottles that look dirty
or greasy, or that appear to have been used for
any other purpose than that of containing
aerated waters, as such bottles are never used
again by us.

A. S. WATSON & CO., LIMITED.

THE HONGKONG DISPENSARY.

Hongkong, 26th May, 1891.

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should be addressed to THE EDITOR.Correspondents must furnish their names and addresses
with communications addressed to the Editor, not
for publication, but as evidence of good faith.All letters for publication should be written on one
side of the paper only.No anonymously signed communications that have
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Telegraphic Address: "A.R.C. Co.,
P.O. Box 20. Telephone No. 12."

The Daily Press.

HONGKONG, JULY 2nd, 1891.

It would appear, from telegrams published
in American papers—not always to reliable
by the way—that the statement that Li
Hung-chang had agreed, on behalf of
China, to allow a Russian railway to be laid
through Manchuria to the coast, originated
with the Berlin correspondent of the Standard.
The Standard is, on the whole, a thoroughly reliable journal; but, like the
mighty Times, it may sometimes be caught
napping or be misled by correspondents.
The Standard's correspondent does not say,
however, that the Chinese Special Ambassador
denied the conclusion of a treaty with
Russia; that is a statement made by others.
What he says is—"It is reported that Li
Hung-chang has concluded negotiations
with Russia, by which, for the concession
of a Russian railway through Manchuria,
Russia consents to China nearly doubling
the import duties at treaty ports." This
statement is made in a later telegram than
the one which declares that the present
Minister to China kept himself so much in
the background in the discussion of the Far
Eastern Question, and that in Berlin, the
ordinary Chinaman generally is very
willing to part with it, unless he believes it
to be a marketable commodity. And that is
what most of them have yet to discover.We do not believe, however, that the
latter portion of the statement is correct.

It would be such a very high-handed pro-

ceeding for Russia to take, to concede to

China the right to double her tariff on

foreign goods, without consulting any of the

Treaty Powers, that we may well hesitate to

credit such a report. Russia herself, it is

true, would probably care very little

whether the duties levied on imports and

exports were raised or not, for her trade

with China is comparatively small; but her

elite allies in bluffing Japan for the benefit

of China (France and Germany) would cer-

tainly regard it as an ill-advised

use of their good offices on that occasion.

Of course the Russian Government might

rejoice that this concession could only take

effect when the other Treaty Powers agreed

to it; but nevertheless it would have opened

the way to a very extensive concession

which China would be in no hurry to

take in the right place.

reciprocates by conceding other advantages. Whether or not Russia has agreed to make any compensating concession, however, it is, we believe, true that permission has been obtained for the Trans-Siberian Railway to be carried through Manchuria to the coast. This will involve the concession of a port, if not of the country through which the line runs. If Russia has succeeded in obtaining this, from her point of view, very necessary concession, Great Britain, we believe, will not have a word to say against it. That Russia should have an open port on the Pacific is a legitimate ambition, which should not be obstructed so long as she does not aspire to play the rôle of the dog in the manger. The establishment by her of a great naval and military stronghold on the Pacific will of course at the same time entail upon the British Government the necessity of rendering Hongkong absolutely secure from attack and probably of acquiring another naval station in the vicinity of Shanghai. In short, not to mince matters, it will be imperative, if England is to maintain her position these seas, to widen the boundaries of this colony as recently proposed, and to demand from China, the retrocession to us of Chusan. The time has come for both these demands to be put forward, and it is to be hoped that there will be no miserable hesitation at the Foreign Office in formulating them.

The Mercury of the 25th June says—Our readers will regret to learn that Mr. George Brown, for many years in charge of Her Britannic Majesty's Consulate at this port, and afterwards at Ningpo, has died. The news having been received here to-day to that effect. The cause of Mr. Brown's resignation is, we learn, owing to a failure of his eyesight.

At the Police Court yesterday, before Hon. Commander W. C. H. Hastings, Leung Yiu, 156, Queen's Road West, was summoned to appear with a notice from the Sanitary Board requiring him to roll up the floors of his kitchen and houses of which he is the owner. The case was remanded for a week in order that the Crown Solicitor might attend. Mr. Evans, who defended, said the notice was invalid.

The Sanitary Board meets this afternoon.

Estimates for 1891.

Letter from the Honourable Colonial Secretary—(Concerning the presence of cholera at Singapore.)

(a)—Concerning the presence of bubonic plague at Amoy.

(c)—Concerning the granting of a gratuity to the late interpreter Shan Tin Yiu.

Letter from the Director of Public Works transmitting copies of plans showing the system of water distribution and sewerage in the city of Victoria.

Assistant Surveyor's report on the drains at 202 and 203, Praya Wei.

Letter from the Director of Public Works for licences to sell perishable articles of food for man elsewhere in the public markets.

An application for permission to establish fat boiling works at 156 Queen's Road.

Paper concerning the construction of kitchens on a plan showing two rows of houses.

An application that the concreting of the floors of certain kitchens be not enforced.

Mortally returns for the weeks ended the 20th and 27th June, 1891, respectively.

Twenty-four applications for licences to keep swine.

REUTER'S TELEGRAMS.

[SUPPLIED TO THE "DAILY PRESS"]

LONDON, 26th June.

THE SILVER QUESTION IN THE UNITED STATES.

The Democrats are profoundly divided on the Silver Question. Mr. Whitney decries that the adoption of the Silver programme by the Chicago Convention will lead to the disruption of the party.

THE GARRISON AT THE CAPE.

Mr. Chamberlain stated in the House that the Government proposed to keep the Garrison at the Cape at its full strength a battalion of the King's Royal Rifles had been ordered to proceed thither.

THE DECEASED WIFE'S SISTER.

Bill.

The Deceased Wife's Sister Bill is through.

Committee in the House of Lords.

MASHONLAND.

Twenty whites have been murdered and fifty-nine are killed, wounded, or missing to date.

SUPREME COURT.

1st July.

CRIMINAL SESSIONS.

BEFORE HIS HONOUR DR. CARRINGTON (CHIEF JUSTICE).

BREAKDOWN OF A CASE.

Li Fung was charged with unlawfully rearing a woman named Un Shing Kwei with intent to lead her out for the purposes of prostitution.

Mr. E. B. Pollock (Acting Attorney-General) instructed by Mr. A. B. Johnson (Crown Solicitor) prosecuted and Mr. E. Robinson defended.

The prisoner pleaded not guilty and the jury men were—Messrs. E. Mest, Law, Hon. Wan, D. H. Shih, J. A. Guttman, Dr. Mauricio, Leon Shih, Koon, and Dr. H. Hart.

The Acting Attorney General said the complainant had been in close touch with his husband, his son-in-law, and sister-in-law in a small village in the Kochow Prefecture in the south of China a few days' journey from Hoochow. There was a woman in this village this year and complainant's family went to inquire about her. It happened that she was a Chinaman, but at the time he arrived from Saigon there did not happen to be a plague case in hospital except convalescents, and before the next case was reported to him he had to leave the village and went to Shantou and from there to the harbour. The total for the year is now 1,116.

Dr. Yerush, whose discovery of a case for bubonic plague was reported in yesterday's Mercury, left yesterday for the Empress of India Hospital.

We understand that the authorities of Hongkong were anxious to afford Dr. Yerush every facility for testing his remedy, but at the time he arrived from Saigon there did not happen to be a plague case in hospital except convalescents, and before the next case was reported to him he had to leave the village and went to Shantou and from there to the harbour. The total for the year is now 1,116.

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is expected to do business on a large scale. The new Russian bank will probably not open a branch here at present. The Russian firms at Foochow do all their sterling banking at their headquarters at Hankow.

The native banks express themselves disatisfied with the new bank. (21st, 10th, and 5th inst.) of the Canton Mint. It is hoped that the Hongkong silver coinage will be introduced in its stead.

There is no doubt that great quantities of curious small coins are made in China for introduction into the English and Dutch Settlements in the Far East. I fear that Foochow, as a result of the series of trials, has called the attention of the Vice-Regal. His Excellency has issued proclamations forbidding the malpractices.

Exchange has remained steady. It was expected that the war indemnity would cause a sharp rise in silver, but owing to the bulk of the indemnity being paid in gold the anticipated rise did not take place.

The year 1892 will be remarkable in the annals of China as the year in which her fleet was annihilated by the Japanese, her military reputation shattered, her strength taken, and her dependency Formosa lost to her. Mr. Mansfield pointed out in last year's report that the natives of Foochow appeared to have interested in the Chinese cause in the north. Since peace has been restored, the existence of the war seems to be completely forgotten, and at the first glance it appears to have had no effect whatever on the material and commercial position of Foochow. But those who can look below the surface cannot fail to realize that a new order of things has already begun, or that even now is in the process of formation. A few words may be given to show that this is so.

The inland duty tax is nominally 2.20 taels per picul, but additions bring it up to nearly 2.80 taels. The tax for reasons known to the officials is applied to all goods, which, as far as I can translate them, are these:

Amount.
Tael.

Original dues 60
Liquor 70
Expenses of collection 72
Military contribution 528
Loss on touch of silver 20

Total 2.20

To this amount have to be added a ferry toll or duty on all tea coming from the north, and tax of 3 c. for "honeyevel purposes" (tea) to pass through the districts west of this, and one or two extra tolls so that the total amount does not fall short of 2.80 taels. In view of this, the tax is very rigid, so that with the export duty it has to bear taxation to the amount of 3.80 taels or about 35 per cent. ad valorem, before it leaves China.

It may be asked why transit taxes are not taken out, which would enable the merchant to bring the tea to the port on a payment of 1.25 taels per picul. The native dealers or growers are afraid of political opposition, and European exporters find it impossible to make the necessary arrangements.

Unfortunately the province of Fukien is cut off from the rest of the country. A special branch line would have to be constructed to connect Foochow with the Canton and Hankow line, which would probably run up the valley of the Min and cross into the Kiangsi province.

A coast-line from Canton to Shanghai, though it would pass through the districts west of this, and through the Yangtze, is under the control of the provincial treasurer.

I have pointed out the two burdens under which the trade labour—want of communication and bad fiscal system. It is almost as easy to point out the necessary remedies, but to get them remedied seems a hopeless task. The improvement of the railway situation is almost impossible, and European exporters are dependent on the action of the mandarins and the provincial treasurer.

The two firms in the opinion that we must wait awhile before we can hope to see the locomotive in Foochow. In the meantime let us consider what ought to be done with the trade of Foochow before railways are started, and see what improvements we may hope for.

I must begin by pointing out the disadvantage of having no port on the sea. The first of these is want of communication with the interior. The district of which Foochow is the treaty port consists of about two-thirds of the province of Fukien only. It may be called a self-containing district, for it neither supplies any extra provincial districts nor is supplied by any. Moreover, it is somewhat isolated from the rest of the country.

Communication in this country is carried on by means of boats on the waterways of the Min and across the navigable tributaries, and by coaches who bear everything on their shoulders on the stone paths over the hills.

Pack animals and wheeled vehicles are also used, but the roads are unknown, and the pack animals are not to be found.

For instance, the Chinese are anxious to visit our treaty ports, would effect it as far as places on the seaboard are concerned.

They steam-launches should be allowed to run up the Min. I am glad to say that this step in the direction of progress has actually been taken.

The officials hearing that steam-launches are in constant use on the River Peiping at Canton on the network of roads between the provinces of Fukien and Canton, and the Yangtze, have decided they should not be used on the Min also. Several Chinese companies are struggling to get a monopoly of them. No doubt the mandarins will earn a good many dollars by the sale of launch licences, but I trust that trade will run some benefit as well. There is little chance of the roads being improved. So long as carts and pack animals are used, the Chinese will not be induced to leave their villages to smooth, widen or macadamise their paths.

Formerly, only part of this province, from which it is 100 miles distant, has now become a portion of the Japanese Empire. It is interesting to watch what effect it will have on the trade of Foochow and Amoy, and to see that the Japanese in their efforts to stop the flow of timber from Fukien are successful.

For instance, Formosa and the mainland. Communication in this country is carried on by means of boats on the waterways of the Min above Foochow the use of steam-launches has been forbidden. It is not to be wondered at that when first the port was opened even so keen an observer as Sir Harry Parkes declared that Foochow could never become a trading place of any size or importance. Still, with the opening of the railway, Foochow, like every other port containing with its 100,000 inhabitants of over 400,000 inhabitants, The Chinese say \$100,000, but I think this an over-estimate. In the houses, for Chinese houses are large and substantial, and in the villages roundabout there is little of the grinding poverty to which my last four years in Shantung have accustomed me. The mandarins hope to help what may be a small future for Foochow when once there is any attempt made to realize the requirements of trade and to satisfy them.

But there is another obstacle to the development of commerce, less easily remedied than bad roads, and that is a faulty, not to say an utterly rotten and corrupt system of collecting revenue, wherein the vested interests involved are so enormous that nothing short of the reform of the whole of the Chinese Government, and like most other countries, is required to set it right.

In civilized nations the last mentioned is not taken into account, but in China he forms a factor not to be disregarded. The system of farming the taxes, or at least of making the official in charge of them remit a certain sum every year, while he puts the balance of the amount into his own pocket, ensures the largest possible amount of graft possible, and the others were members of a secret society at arm's length with the Chinese Government, the people in general kept quiet, and thanks to the speedy arrival of vessels of war, there was no such excitement interferes with trade.

The result of the massacre, strange to say, has been to bring a large number of converts into the church, and to stimulate missionary efforts to the extent of giving up all their property at home or in China reallocate much trade benefit from the presence of missionaries in the interior. This gentlemen, in addition to fulfilling the duties of their sacred profession, take it upon themselves to bring foreign inventions and the needs of foreign civilization to the notice of the Chinese, and thus, and thus a knowledge of science and civilization, a desire for the same spreads through the country.

I returned to Foochow after an absence of twenty-three years. In Foochow itself there are many changes. The three large American firms of that day have disappeared, but their places have been taken by the Russian, French, and German firms, which in 1858 had a combined capital of \$1,000,000.

Thus, the cost of collecting in is 70 per cent. of the total amount realised. Though this is no doubt an exaggeration, yet the fact of its being made shows how disproportionately the cost of collection must be.

No, the tax farmers know class parishes like the publicans of old, and the tax gatherers are as bad as the tax collectors. On the contrary, a tax farmer may be a good man, and a tax collector a bad man.

T. JACKSON, Chief Manager, Hongkong, 17th February, 1892.

SHIPPING REPORTS.

The British steamer *Mesopotamia*, from Sandakan 27th June, had light breeze and fine clear weather throughout.

The British steamer *Fredonia*, from Shinghai 28th June, had moderate southerly wind and fine clear weather which continued throughout to Swatow. From Swatow same fine weather which continued throughout to port. In Amoy.—Sirs. Harton, Clara, Claro, Bahubani, and Nelly Troop. In Swatow—Stra. Hangchow and Newchow.

BANKS.

THE NATIONAL BANK OF CHINA LIMITED.

AUTHORIZED CAPITAL £20,000,000
SUBSCRIBED £500,000

HEAD OFFICE—HONGKONG.

COURT OF DIRECTORS:

D. GILLIES, Esq., C. CHOW TUNG SHANG, Esq., H. STURGEON, Esq., KWAU HOI CHUN, Esq., CHAN KIT SHAN, Esq.,

Chief Manager, W. F. PLAXTEA.

Hongkong, 16th March, 1892. [729]

TRANSACTIONS FIRE INSURANCE COMPANY OF HAMBURG.

The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SIEMENS & CO., Agents.

Hongkong, 16th May, 1892. [18]

THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORIZED CAPITAL £1,500,000
SUBSCRIBED £1,25,000
PAID UP £2,500,000

BANKERS: LONDON JOINT STOCK BANK, LIMITED.

INTEREST allowed on Current Accounts at the rate of 5% per annum on the Daily Balance.

OF NEW FIXED DEPOSITS—

For 12 months 4%
" 6 " 3½
" 3 " 2½

J. W. R. TAYLOR, Manager, Hongkong. Hongkong, 8th May, 1892. [15]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION.

The Undersigned, having been appointed AGENTS for the above Company are prepared to ACCEPT RISKS against FIRE at Current Rates.

INTEREST on deposits is allowed at 3% per cent. per annum.

Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to pay interest on the same.

For further information apply to T. JACKSON, Chief Manager, Hongkong. Hongkong, 1st August, 1892. [13]

THE CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1833. HEAD OFFICE, LONDON.

CAPITAL PAID-UP £300,000
RESERVE LIABILITY OF SHARE-HOLDERS £300,000
RESERVE FUND £300,000

INTEREST allowed on Current Account at the rate of 2% per annum on the Daily Balance.

ON FIXED DEPOSITS—

For 3 months 3%
" 6 " 3½
" 3 " 2½

T. H. WHITEHEAD, Manager, Hongkong. Hongkong, 16th September, 1892. [16]

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$10,000,000
RESERVE FUND \$3,750,000
LIABILITY OF PROPRIETORS \$10,000,000

COURT OF DIRECTORS:

A. MC CONACHE, Esq., Chairman.

Sr. C. MICHAELSEN, Esq., Deputy Chairman.

Gen. J. B. IRVING, Esq., D. R. S. SAWYER, Esq., H. D. EVELYN, Esq.,

N. A. SIDE, Esq.,

CHIEF MANAGER: HONGKONG—T. JACKSON, Esq., Manager.

SHANGHAI—J. P. WADE GAIRDNER, Esq.,

LONDON BANKERS—LONDON & COUNTY BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED ON CURRENT ACCOUNT at the rate of 2% per cent. on the daily balance.

ON FIXED DEPOSITS—

For 3 months 3% per cent. per annum.

For 12 months 4% per cent. per annum.

T. JACKSON, Chief Manager, Hongkong, 17th February, 1892. [12]

PHENIX FIRE OFFICE.

The Undersigned are now prepared to GRANT POLICIES of INSURANCE against FIRE at Current Rates.

DOUGLAS LAPRAIK & CO., Agents for the Phenix Fire Office, Hongkong, 17th August, 1892. [20]

EMPRESS ASSURANCE CORPORATION, LIMITED.

FIRE AND MARINE.

We have this Day appointed AGENTS and are prepared to accept Risks at Current Rates.

MISSONS STRANGERES.

HONGKONG, 16th January, 1892. [1521]

TO LET.

WELLING HOUSES—

HOUSES IN RIVON TERRACE,

1ST FLOOR of No. 4, BLUE BUILDINGS.

No. 2, MADALENE TERRACE—MAGA-

ZIN-GAP.

TULLABEG (Bungalow)—MAGA-

ZIN-GAP.

TOP FLOOR of No. 1, BLUE BUILDINGS—Furnished or Unfurnished.

Apply to LINSTEAD & DAVIS, Hongkong, 1st July, 1892. [1520]

TO BE LET.

NO. 38, CAINE ROAD—SIX-ROOMED

HOUSE.

Apply to LINSTEAD & DAVIS, Hongkong, 1st July, 1892. [1521]

TO LET.

MISSIONS STRANGERES.

HONGKONG, 16th January, 1892. [1521]

TO LET.

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

HONGKONG, 13th June, 1892. [41]

PRIVATE BOARD AND RESIDENCE.

COMFORTABLY FURNISHED

ROOMS, with Board.

Apply to Mrs. GILLANDERS, GLENELLY BUILDINGS, Hongkong, 9th January, 1892. [142]

BOARD AND RESIDENCE.

COMFORTABLY FURNISHED

ROOMS, with Board.

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BOARD AND RESIDENCE.

COMFORTABLY FURNISHED

ROOMS, with Board.

Apply to Mrs. GILLANDERS, GLENELLY BUILDINGS, Hongkong, 9th January, 1892. [142]

BOARD AND RESIDENCE.

COMFORTABLY FURNISHED

NOTICE TO CONSIGNEES

NAVIGAZIONE GENERALE ITALIANA
(Florio & Rubattino United Companies.)

NOTICE TO CONSIGNEES.
FROM BOMBAY AND SINGAPORE
THE Steamship.

"LEPIMBRE"
having arrived from the above ports, Consignees of Cargo by her are hereby informed that their goods are being landed at their risk into the Godowns of the Wan Chai Warehouse and Storage Company, Limited, Wan Chai, whence delivery may be made. Portable Goods to be taken delivery of immediately.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the office of the undersigned before noon on the 3rd July, or they will not be recognized.

No Fire Insurance has been effected, and any goods remaining in the Godowns after the 2nd July will be subject to rent.

Bills of Lading will be countersigned by CARLOWITZ & CO., Agents.

Hongkong, 26th June, 1896. [149]

"GLEN LINE OF STEAM PACKETS."

THE Steamship.

"GUTHRIE."
Captain McArthur, will be despatched for the above Ports TO-DAY, the 2nd July.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions throughout the voyage.

A Stevedore and a duly qualified Surgeon are carried.

For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Agents.

Hongkong, 20th June, 1896. [1445]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY, AND TAMSUI
THE Company's Steamship.

"HAIRUN."
Captain Bathurst, will be despatched for the above Ports TO-DAY, the 2nd July, at NOON.

For Freight or Passage, apply to DOUGLAS LIAO KAIC & CO., General Managers.

Hongkong, 30th June, 1896. [1512]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship.

"PEKIN"
FROM BOMBAY, COLOMBIA, AND STRAITS.

Consignees are requested to present all claims for damages and/or shortages not later than the 10th prox., otherwise they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns where they will be examined on the 9th July, at 11 A.M.

Bills of Lading will be countersigned by JARDINE MATTHESON & CO., Agents.

Hongkong, 26th June, 1896. [1492]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship.

"PREUSSEN"
FROM BOMBAY, COLOMBIA, AND STRAITS.

Consignees are hereby informed that their goods are being landed and placed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the goods are landed.

The value of claims on cargo.

From London, &c., ex.s.s. "Baffinot".

From Calcutta, ex.s.s. "Coronet".

Optional goods will be landed here unless instructions are given to the contrary before 4 P.M. TO-DAY.

Goods not cleared by the 3rd proximo, at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognized.

H. A. RITCHIE, Superintendent.

Hongkong, 27th June, 1896. [1493]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM GLASGOW, LIVERPOOL, AND SINGAPORE.

THE Company's Steamship.

"KAISER."

having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all claims must be sent in to the office of the undersigned before noon on the 8th July, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns where they will be examined on WEDNESDAY, the 8th July.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 8th July will be countersigned by HOLLIDAY, WISE & CO., Agents.

Hongkong, 29th June, 1896. [1504]

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG, AND SINGAPORE.

THE Steamship.

"CATHARINE APACAR."

having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Wan Chai Warehouse and Storage Company, Limited, Wan Chai, whence delivery may be obtained.

Cargo remaining undelivered after the 4th prox. will be subject to rent.

Consignees are requested to present all claims for damages and/or shortages not later than the 11th prox., otherwise they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns where they will be examined on the 10th proximo, at 11 A.M.

Bills of Lading will be countersigned by JARDINE, MATTHESON & CO., Agents.

Hongkong, 29th June, 1896. [1505]

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG, AND SINGAPORE.

THE Steamship.

"BARCELONA."

Consignees are hereby informed that their Goods have arrived from the S.S. "HINSAND" and are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, Kowloon, whence delivery may be obtained.

Cargo remaining undelivered after the 4th prox. will be subject to rent.

Consignees are requested to present all claims for damages and/or shortages not later than the 11th prox., otherwise they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns where they will be examined on the 10th proximo, at 11 A.M.

Bills of Lading will be countersigned by JARDINE, MATTHESON & CO., Agents.

Hongkong, 29th June, 1896. [1506]

NOTICE TO CONSIGNEES.

S.S. "PREUSSEN."

THE above-named steamer having arrived, Consignees of cargo are hereby informed that their Goods, with the exception of Opium, Treasure, and Valuables, are being landed and stored at the Godowns of the Wan Chai Warehouse and Storage Company, Limited, Wan Chai, whence delivery may be obtained.

Optional cargo will go to Shanghai unless notice to the contrary be given before 11 A.M. To-Morrow, the 1st July.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 1st July will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on MONDAY, the 6th inst.

Cargo remaining undelivered after the 6th inst. to date of sailing.

For further information as to Passage and Freight, apply to SANDER & CO., Agents.

Hongkong, 1st July, 1896. [1507]

NOTICE TO CONSIGNEES.

FOR BALTIMORE.

THE 3/3 A.I.I. American Ship.

"ISAAC REED."

Captain F. P. Waldo, will load here for the above port and will have quick despatch.

For Freight, apply to ARNDT, BROCKELMANN & CO., Agents.

Hongkong, 1st July, 1896. [1508]

NOTICE TO CONSIGNEES.

FOR NEW YORK.

THE 3/3 A.I.I. American Ship.

"COMMODORE T. H. ALLEN."

Merriman, Master, will load here for the above port and will have quick despatch.

For Freight, apply to ARNDT, BROCKELMANN & CO., Agents.

Hongkong, 1st July, 1896. [1509]

NOTICE TO CONSIGNEES.

FOR NEW YORK.

THE 3/3 A.I.I. American Ship.

"MANUEL LLAGUNA"

Captain Small, will load here for the above port and will have quick despatch.

For Freight, apply to SHEWAN & CO., Agents.

Hongkong, 24th June, 1896. [1503]

NOTICE TO CONSIGNEES.

FOR NEW YORK.

THE 3/3 A.I.I. American Ship.

"J. S. VAN DIUREN."

J. S. VAN DIUREN, Agent.

Hongkong, 27th June, 1896. [1501]

NOTICE TO CONSIGNEES.

FOR NEW YORK.

THE 3/3 A.I.I. American Ship.

"ARNDT, BROCKELMANN & CO."

General Agents for China and Japan.

Hongkong, 5th May, 1896. [1506]

NOTICE TO CONSIGNEES.

FOR NEW YORK.

THE 3/3 A.I.I. American Ship.

"SHEWAN & CO."

General Agents for China and Japan.

Hongkong, 5th May, 1896. [1506]

NOTICE TO CONSIGNEES.

FOR NEW YORK.

THE 3/3 A.I.I. American Ship.

"SHEWAN & CO."

General Agents for China and Japan.

Hongkong, 5th May, 1896. [1506]

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NOTICE TO CONSIGNEES.

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